DENIAL THAT THEY WISH TO DISLODGE VANDERBILTS.

Great Demand for Proxies to Be Voted in June, but the Moores, Although Large Buyers of Stock. Are Not Soliciting Them-Report of Conferences.

The Moore Bros. have bought some thousands of shares of the Chicago and Northwestern Railroad stock within the past few months, and their purchases have given color to rumors that an effort was to be made to dislodge the Vanderbilts from the control. The stockholders will meet the second week in June, and requests for proxies have been sent broadcast.

One-third of the members of the Northwestern board are elected each year. Of the six directors whose terms expire next month three are Vanderbilt representatives, namely, William K. Vancterinit, Frederick W. Vanderbilt and H. McK. I wombly. These three names will appear on the regular ticket at the approaching election and all proxies sent to the official Proxy Committee will be voted for their reelection. It is not improbable that one of the Moores, or President W. B. Leeds of the Chicago, Rock Island and Pacific may also go into

the board. From Chicago comes the story that urgent requests for proxies are being made by interests outside of the present management. Chicago friends of the Moores have frankly stated that a contest for the control of the Northwestern system is pro-posed and the names of Marshall Field and N. K. Fairbank, large holders of the stock of this road and now members of the board, have been mentioned as being opposed to further Vanderbilt domination

W. H. Moore declined yesterday to talk about the Chicago and Northwestern sit-uation, but he authorized the statement uation, but he authorized the statement that he was not seeking process and would not use proxies if they were sent to him. Friends of the Moores said that the purchases of Chicago and Northwestern shares made by the Moore interest were simply for investment and were not designed to disturb in any way the harmony of the existing management. The Moores, it was intimated, were not desirous at present of extending their railroad control beyond the Rock Island system.

Semtor Chauncev M. Depew, whose term as a director of the Chicago and Northwestern does not expire until June, 1903, said a few days ago that the Western stories about a fight against the Vanderbilt inter-

about a fight against the Vanderbilt interest in that property were "mere non-sense." Officers of the company said yesterday that they had heard a lot of talk, but had not seen any signs of dissat-isfaction with the present management. The Vanderbilt influence has com-pletely dominated the management of

the Chicago and Northwestern since the election of W. K. Vanderbilt as a director and a member of the Executive Committee about five years ago. For several years prior to that period the Northwestern was regarded as a Vanderbilt road, chiefly because it was the connecting link between the Vanderbilt trunk line (New York Central and Lake Shore) and the Union Pacific in making a through transcontinental route from New York to San Francisco.

There is excellent authority for the state-

There is excellent authority for the statement that the Vanderbilts own a little more than 30 per cent. of the stock of the Chicago and Northwestern. Of the eighteen directors five are out-and-out Vanderbilt men, i. e., W. K. Vanderbilt, F. W. Vanderbilt, H. McK. Twombly, Chauncey M. Depew and Samuel F. Barger. Three other members of the board who are believed to be in cordial sympathy with the Vanderbilt interests are Chairman Albert Keep, Presiinterests are Chairman Albert Keep, President Marvin Hughitt and James Stillman and Marshall Field, the largest individual stockholder, so far as is known has never been antagonistic to the Vanderbilt policy. The aggregate common and preferrer stock of the Chicago and Northwestern is a little less than \$64,000,000. Of this amount the Moores are said to have secured from \$5,000,000 to \$8,000,000, and W. B. Leeds, recently elected President of the Rock Island system, is known to be a large holder. The Moores and their friends hold enough stock to entitle them to representation in

the board if they desire it. Wall Street heard yesterday that con-ferences had been held between the Vander-bilt and the Moore interests, with the result that there would be no disturbance of harmony in the Chicago and Northweste management. Ex-Judge Moore is said to have assured Mr. Twombly, who represents the Vanderbilt interests to an important extent, that he was in favor of continuing the management of the Chicago and Northwestern along present lines

CASH RAISED; FIRMS TO RESUME. Dr. Webb's Friends to the Rescue -Henry Bros. & Co. First to Get Up.

J. Adriance Bush, assignee of Henry Bros. & Co., notified the Governing Committee of the Stock Exchange vesterday that the firm will be able to resume. He says the liabilities are \$2,163,314.30, and the available assets more than sufficient to meet them; and that he will settle claims as fast as presented. Mr. Henry will at application for reinstatement

Henry L. Sprague, friend and counsel of Dr. W. Seward Webb, who like the doctor was an officer or director in several of the was an officer or director in several or was an officer or director in several or so-called Webb-Meyer companies, said

"Arrangements have been made by which all three of the firms that failed on Monday will resume business.

day will resume business."

"Has Dr. Webb furnished the money?"

"That I will not say. It comes from interests closely connected with and friendly to Dr. Webb. I can't say anything

Chicago Great Western Control Held Abroad.

In view of prevalent Wall Street rumors the statement may be made authoritatively that control of the Chicago Great Western Railroad has not been purchased for the Goulds, nor for any other American in-terests. Not less than 60 per cent, of the terests. Not less than 60 per cent, of the stock of this road is held abroad and Pres-ident A. B. Stickney says that the property cannot be bought for any price yet offered. E. H. Harriman, and George J. Gould have made tentative offers, but the offers have been dealined.

Bought Out by the Linen Thread Co.

WORCESTER, Mass., May 8.-The Linen Thread Company of America has bought out the entire business of the Worcester Thread Company. The Linen Thread Company practically controls the linen thread business of the United States and of Great The Worcester company is comyoung, baving been organized ten years ago.

North Carolina Pine Advanced.

NORFOLK, Va., May 8. The North Carolina Pine Association this afternoon advanced the lower grades of lumber 21/2 and higher grades re unchanged. The market is reported very

irect, were 1.582 head my cars on sale all told heep ruled quiet good ismbs sold at a slight dvance, but others were dull and unchasced hout 3's cars of stock were carried over. Clipped heep sold at \$4.756.85 30 per 100 ths; a few tork \$5.40 unshorn sheep at \$5.050; clipped lambs \$7.55.40 unshorn do at \$7.8546 clipped lambs \$5.500.84.25 each bressed mutton, weller p. dressed lambs. Haster Receipts of hogs were 6so head about one deck a sale. No sales up to a late hour.

MOORES IN NORTHWESTERN. FRISCO STREET CAR COMBINE. FINANCIAL AND COMMERCIAL. U. S. Rallway Investment Increases Ita

Stock From \$2,500 to \$25,000,000. TRENTON, May 8.-The United Railway Investment Company of San Francisco, organized last February, filed a certificate to-day increasing its capital stock from \$2,500 to \$25,000,000: The company it is understood, is to carry out the plan of combining the street railway companies in and about San Francisco. Of the capital a15,000,000 is to be preferred stock bearing 5 per cent. cumulative dividends and \$10,000,000 common stock.

\$10,000,000 common stock.

Thornwall Mullaby is President of the company and Ernest P. Hoes, Secretary. the other stockholders who signed the cer-tificate being Motley Lewis, Jesse A. Whit-aker and William Fischer.

Thomas Dolan Quits the Union Traction Co. PHILADELPHIA, Pa., May 8.—Thomas Dolan on Monday forwarded to President Parsons his resignation from the directory of the Union Traction Company, with which he has been connectied for many years. He objected to the reorganization of the oncern under the Rapid Transit Company.

t is also said that Charles O. Kruger, for rears Vice-President and a director of the Union Traction Company, has resigned both places for reasons similar to those of Mr. Dolan.

FINANCIAL.

INVESTOR READ

Wall Street Journal

Morning and Evening Editions. 5 Cents the Copy:

PENNSYLVANIA RAILROAD NEW 31/2% BONDS, Fractional Lots. KINGSLEY, MABON & CO.

PEOPLES GAS LIGHT AND COKE CO. Notice is hereby given that a dividend of ONE AND ONE-HALF PER CENT, has been declared L. A. WILEY, Secretary.

N. Y. Security and Trust Co., Capital and Surplus, \$4,000,000.

BANKERS AND BROKERS. Stoppani & Hotchkin.

embers New York Consolidated Stock Exchange, 66 BROADWAY, NEW YORK, TELEPHONE, 6480 CORTLANDT, Orders executed for investment or on margin. STOCKS, BONDS, GRAIN, COTTON.

JACOB BERRY & CO.

44-46 Broadway, New York. ESTABLISHED 1865.

BANK REPORTS.

[No. 341.]			
REPORT OF THE CONDITION	OF		
THE FIFTH NATIONAL B.	LNE	- !	
AT NEW YORK, IN THE STATE OF NI		- 1	
AT THE CLOSE OF BUSINESS, APRIL	W YOR	K.	
	L 30, 1902		
RESOURCES.		- 1	
Loans and discoupts	\$973,893	67	
Overdrafts secured and unsecured	657	74	
U. S. bonds to secure circulation	200,000		
U. S. bonds to secure U. S. deposite	200,000		
Stocks, securities, &c	891,220		
Banking house, furniture and fixtures .	106,000		
Due from national banks (not reserve		-	
agents)	193,826	47	
Due from State banks and bankers	14,749		
Checks and other cash items	6.218		
Exchanges for clearing house	160.695		
Notes of other national banks	6.520		
Fractional paper currency, nickels and	0.100,000	00	
cents	1.191	00	
Lawful money reserve in bank, viz.:		-	
Specie		- 1	
Legal tender notes 35,672 00			
	624,394	90	
Redemption fund with U. S. Treasurer		-	
(5 % of circulation)	10,000	00	

Total \$3,382,368 17 LIABILITIES apital stock paid in ndivided profits, less expenses and taxes paid taxes paid titional bank notes outstanding vidends unpaid dividual deposits subject to check \$2,899,711 08 mand certificates of 14,882 to the control of the United States deposits ... 2,065 95 200,000 00

Total.
State of New York, County of New York, 85.
I. A. THOMPNON, Cashler of the above named bank, do solemily swear that the above statement is true to the best of my knowledge and belief.
A. THOMPSON, Cashler.
Subscribed and sworn to before me this 7th day of May, 1992. of May, 1962.

WM. H. WOODHULL, Notary Public.

Correct—Attest:

WM. H. SEAICH,

JAMES EVERARD,
S. KELLY,

ELECTIONS AND MEETINGS.

THE LAWYERS' SURETY COMPANY OF NEW YORK.

NOTICE TO STOCKHOLDERS.

A Special Meeting of the Stockholders of THE WYERS STREETY COMPANY OF NEW YORK if he held on the 23d day of May, 1902, at 12 o'clock, at the office of said Company at No. 32 Liberty cet, in the City of New York, for the purpose of voling upon a proposition to reduce its capital sek by the amount of Two hundred and fifty voting upon a proposition to reduce its capital ck by the amoint of Two hundred and fifty usand dollars (\$250,000); that is to say, from a hundred thousand dollars (\$500,000) consisting Five thousand (5,000) shares of the par value of a hundred dollars (\$100) each to Two hundred and y thousand dollars (\$250,000), to consist of Two usand five hundred (2,500) shares of the par value one hundred dollars (\$100) each, and to return the plus of the Company over said capital stock, as reduced or such part of said surplus as the meet. They determine to the stockholders (2) to vote man proposition to reinsure all of the class of this

THE DELAWARE AND HUDSON COMPANY.

New York, April 12, 1902. The annuel meeting of the stockholders of this Company will be held at the office of the Company, 21 Cortlandt Street, in this city, on Tuesday, the 13th day of May next, for the election of Managers and for other business. The poin will open at 12 o'clock noon, and remain open for one bour. The transfer books will be closed from the close of business Saturday, May 3, until the morning of Wednesday, May 14. By order of the loand of Managers.

By order of the Dant of Managers.

DIVIDENDS AND INTEREST.

RAILWAY EQUIPMENT CORPORATION.

Treasurer's Office, N. V. May 6, 1902.
The transfer books of this company will be closed from 2 o'clock P. M. May 9, 1902 to the morning of June 2, 1902.

B. W. ROWE, Treasurer.

THURSDAY, May 8.

Although uncertainty still exists as to the outcome of the deliberations of the Executive Committee of the United Mine Workers, the stock market to-day rallied sharply from the depression which took place yesterday afternoon. The speculation was favorably affected by the announcement early in the day that the committee referred to had offered to submit the questions at issue to arbitration. This was regarded as evidence of weakness. as was also the fact that the committee took a further adjournment after a brief session this afternoon. Presumably as a matter of courtesy, the Presidents of the anthracite coal carrying roads met this afternoon to consider the arbitration proposition of the Executive Committee of the United Mine Workers, and, as was to be expected, declined to entertain it. The most trustworthy information obtainable regarding this situation is that the committee will defer aggressive action until next fall, or call a convention of the organizations which they represent that it may assume the responsibility of deciding whether or not a strike shall be ordered. The prevailing belief in Wall Street is that there will be no strike. That view was certainly reflected in to-day's market. Other considerations influencing prices

were the generally favorable crop reports, excellent railway traffic returns and a somewhat easier money market. The highest rate for money on call to-day was 9 per cent., and the average of the transactions was about 8 per cent. At the close money was offered at 6 per cent. At the same time the supply of money on time was considerably larger than it has been for some time past and rates were quotably lower. The supply of money to-day came largely from interior institutions. Regarding the crop situation, the first trustworthy report relative to spring wheat was furnished to-day by Dun's Review. A summary of the reports made to that publication indicate that the acreage of spring wheat will be 10 to 15 per cent. less than last year. Excessive moisture has delayed seeding, but in spite of these two circumstances a fair yield is expected. The smaller acreage, it is stated, should not be regarded as likely to affect railway traffic unfavorably, since it results from the tendency of farmers to diversify their results from the tendency of farmers to it results from the tendency of farmers to diversify their ventures. Other crops are U S 45, c, being sown to an extent that will more than make up for the smaller acreage of wheat. Exceptional profits recently obtained from flax will apparently result in a larger crop of that staple than ever before harvested. The acreage of all grains will unquestionably be very much larger than last year. and Southern Railway. The first two

The heaviest dealings in railway stocks were in Union Pacific, Reading common were exceptionally strong and enjoyed net gains of more than a point. The fluctuations in Southern Railway were comparatively narrow, hence the net change was a fractional advance. Other issues that closed a point or more higher than last night on moderate transactions were St. Paul, Louisville and Nashville and Southern Pacific and, among the less active issues, Canadian Pacific, Chicago Terminal preferred, Delaware and Hudson, which was unusually active at a net gain of 4 points: Fort Worth and Denver City stamped, Illinois Central, Kansas City Southern, Long Island and Reading second preferred. There was a decided falling off

The persistent buying of Canadian Pa-

cific has as yet not been explained except on the basis of earnings. There is reason for believing, however, that this important transcontinental line is not being ignored in the plans that are steadily being matured for bringing the transportation interests of this continent into closer and more harmonious relations than have heretofore existed. A good deal of the buying of other railway stocks is based upon the obvious tendency toward the absorption of smaller lines by larger ones and the establishment of a permanent community of interests between practically all transportation companies. This view is largely 10,000 00 responsible for recent buying of such stocks as Detroit Southern, Kansas City and Southern, Chicago Great Western and Wisconsin Central. Regarding Chicago Great Western, the public should not lose sight of the fact that the control of the company is held in such a way that it cannot be acquired in the open market, and that any operation that contemplates the absorption of the road by another system will have to be conducted with the present management. In the early dealings the local traction stocks were adversely affected by the filing of the report of the referee in the franchise tax suit. While that report sustains the constitutionality of the Franchise Tax law. it is stated by counsel to the corporations that it effects a reduction in the assessed valuation of those in this city affected by the decision from 7 to about 30 per cent. As the view was obstinately held in some quarters to-day that the referee's report, if confirmed, will be final, it is worth while to state that, if the Appellate Court, which appointed the referce, confirms his report, an appeal can be taken to the Court of Appeals. On the publication of the report, Brooklyn Rapid Transit and Manhattan Railway declined a point, but subsequently rallied so that they closed fractionally higher than yesterday. Metropolitan declined 21/2 points, and though it rallied with

the others, did not recover all of its loss. After the close of business, the news came from Chicago of a decision of the United States Circuit Court, in the case of the surface street railroad companies against the city, to determine the franchise rights of those corporations. The city of Chicago has held that the franchises referred to, as orginally granted, either have expired or are about to expire, whereas the companies maintain that under amendatory legislation by the State some years ago their charters have been exended practically in perpetuity. The decision of the court is, that the companies occupy the streets under the charter contract with the State which the city has no right to impair, but that the bill does not sufficiently allege that the city has taken any legislative action by ordinance or resolution to impair the contract. The court has given the companies leave to amend their bill in this respect, and Office, 48 North Sixth Spect, Polladelphia FORTY EIGHTH CONSICTIVE MONTHLY this will be done at once, thus meeting the Monthly Dividend of ONE AND ONE-HALF PER CENT. has been declared, payable May 15, 1992. JOHN B. KHERIM. Treasurer. this will be done at once, thus meeting gation is of special importance to the Chicago Union Traction Company, the stock

of which has recently become active in this market. In the industrial list the more impor-

tant dealings were in Amalgamated Copper, which was exceptionally strong throughout, and at a fractional reaction from the best price closed nearly a point higher than vesterday. An improvement in the market for it, as well as in that for all of the other copper stocks, has been foreshadowed for some little time past by the firmer market for the metal. In addition to the better demand for copper abroad, it is obvious that large amounts will be required in South Africa as soon as hostilities in that locality cease. Other industrials that were strong at advanc-ing prices were American Cotton Oil, American Smelting common and National Lead.

After a sharp break in the early dealings International Power recovered rapidly and closed with a net gain of 1½ points. The dealings in it were unusually light. A decline of 3 points in United States Express is explained by the strike of some of press is explained by the strike of some of the local drivers of the company. The first sale of St. Lawrence and Adirondack since the collapse of the Webb-Meyer syndicate was made at a decline of 86% points from the last previous sale. Regarding the efforts of the head of that syndicate to repudiate his connection with it, it seems pertinent to remark that they are not re-ceived in Wall Street as being in accordance with the facts.

The dealings in bonds, while not large the aggregate, were unusually well in the aggregate, were unusually well distributed. The more important dealings were in Colorado Fuel convertible 5s, Consolidated Tobacco 4s, Standard Rope and Twine incomes and Union Pacific convertible 4s. The tone of the market was in the main strong. In the available was in the ible 4s. The tone of the market was in the main strong. In the outside market Virginia Coal and Coke 5s made a new high record, selling at 60. Greene Consolidated Copper sustained a decline of 3 points. Efforts were apparently made to revive speculation in General Carriage. Other noteworthy transactions were in Hide and Leather preferred, New York Transportation, Standard Oil and United Copper. The tone at the close in all of the markets was in the main firm.

New York Stock Exchange Sales, May 8 UNITED STATES AND STATE BONDS (IN \$1,0008).

Bid. Asked. Bid. Asked. U S 2s, r, 1330 ... 10914 110 1925 ... 13714 13814 US 25. c. US 45. c. 1930 10914 110 1925 13714 13814 US 3s.r.1908-1918....1081/2 1091/4 1904....1051/4 1061/4 U S 3s.r. 1908c, 1908-.... 10814 10914 1904 10594 10594 U S 3s. c. 1908-US 3.656 r. 11114 112 1924 DC.12514 — 1907 11114 112

| Southern, Long Island and Reading second preferred. There was a decided falling off in the dealings in Chicago Great Western, still the stock more than held its own. The movement in Delaware and Hudson tends to confirm current reports that important changes in the Board of Managers will take place at the annual meeting of the stockholders a few weeks hence. The market for Chicago Terminal issues apparently reflects a growing belief that the extensive facilities of the company will shortly be utilized to their full extent, owing to the increasing demand for terminals in and about the city of Chicago. It is understood that the Baltimore and Ohio Railroad is seeking to regain the privileges it once enjoyed on the Chicago Terminal property.

The persistent buying of Canadian Patific Page 1000, 180 and 1800, 103 and 180

| Constant | Strain | Constant |

RAILROAD AND OTHER SHARES. | None | 600 Am Bicycle 73a 73a 73g 18 | Don C 137 139 | Merced... - 2 | 1000 Am Bycl pf 23 23 23 | Don C pf. - 118 | Michigan. 10% 1114 | Dom C pf. - 118 | Michigan. 10% 1114 | Dom C pf. - 118 | Michigan. 10% 1114 | Dom Stee 6014 6034 | MC& Coky 3 4 4 4 6000 Am Cot Oil 543a 5312 543a+13a | Mass Ele 434 44 | Mont&Box 25 25 25 | Michigan. 37 38 1000 Am Byel pf 23 23 23 23 303s 1s 300 Am C&F Co 303s 303s 303s 303s 1s 300 Am C&F Co 303s 303s 303s 303s 303s 1s 300 Cor. — 118 300 Cor. —

1300 DulsS&A n 3018 20 3018+118 7900 Erie ... 3838 3758 38 + 78 1300 Frie 1st pf. 6912 6834 6878-58 1100 F W & D C 50 49 100 Gen Elec .. 324 324 324 324 -319 84 +114 100 Hock Val . 84 9100 HI Central. 1 5 434 1 5 212 1 5 458+ 178 800 Int Paper 2114 21 7312 7312-1 500 int Paper p 7 4 34 100 lows Cent. 4634 4634 4684-114 6600 Kan C So... 3014 29 30 +114 1000 Kan C So pf 6012 5934 6012 - 12 1600 KCFS M pf 8312 83 8312- 12 3612 3612+ 12 200 Keo&Des M 3658 700 L E & West 65 2500 Long Isl'd. 90 200 Nat Bis Co. 5012 5012 5012+ 14 Nat Lead. 19 21 200 Nat Bis Co. 5012 5012 5012 14 Nat Lead. 19 21

Railway and other bonds easier. The 2s and the 4s of 1925 closed 34 per cent lower bid each. Railway and other bonds strong. The features were Burlington and Quincy 4s joint bonds, Chicago and Alton 34s, Consolidated Tobacco 4s, Norfolk and Western consol 4s, Reading general 4s, Atchison, Baltimore and Ohlo, Central of 2s and the 4s of 1925 closed 34 per cent lower bid each. Railway and other bonds strong. The features were Burlington and Quincy 4s joint bonds, Chicago and Alton 34s, Consolidated Tobacco 4s, Norfolk and Western consol 4s, Reading general 4s, Atchison, Baltimore and Ohlo, Central of Georgia, Colorado Fuel and Iron, Northern 163,000 234 ## Atchison. Bultimore and Ohlo. Central of property of the pr

100 Col So 1 pf 721g

200 Col So 2 pf 4312

14300 Del & Hud. 18018 174

3100 DesM & FD 4834 47 300 Det Gas.... 65 65

500 Dis Co of A 912 91 500 Dis Co of A 4018 40

100 D & R G p 91

100 Dia Match 135

100 Dul S S & A 1612

1300 DulsS&A n 3018

7212

912

OUTSIDE SECURITIES-CLOSING QUOTATIONS.

Franklin. 1112 12

CHICAGO CLOSI VO QUOTAPIONS. Am Canco 14 14% Late SEL 18% 7219- 14 Am CCpf 56% 57% M W spt. 90 4319- 12 AmRadpf. 118 120 Nat Dis... 50 50% Adraw ... 814 3914 Nat Bis pf 894 90% 7600 Con Gas ... 224 22212 224 - 12 200 Con Tob p. 121 121 121 Canalabk — 79 N Carb. 254 26 Ch U Tc. 21 — N Carb pt 894 904 200 Corn Prod. 3478 3478 3478+ 38 1300 Del & Hud. 18018 174 17812+4 Ch II T of A8 300 Det Gas.... 65 65 65 -712 1000 Det South. 2178 2158 2134+ 18 300 Det So pf. 4414 44 44 - 38

Brook it : 65% 60% Read 1stp: 84 84 Bal &Ohio : 07 2 107% Read 2 pf. 69% 71 Can Pac... 1 2 5 % 1 2 8 , Repl & S. 1 8 % 1 8 % Can Pac... 1 2 5 % 1 2 8 , Repl & Spf 7 4 7 4 1 % Con G Co. 224 224 St Paul c. 170 1715 Was fairly steady. Sales, 350,000 bush, mainly for export here and at the outports. Col Fuglet 1931 30 So Et al. 5 2 964 No. 2 red in elevator, Sc. over May No. 1 ColFuel&11021 1021 St LSWpf 5914 Colde Sou 31 3114 Su Pacino. 65% 66% Colde Sop. 44 4314 Terdepar. 41% 41% Del & Hud 1 7414 178 g Tenn Cal 6 814 700 L E & West 65 65 65 2500 Long Isl'd. 90 89 90 +112 12700 Long Anshil 45 14334 14414+114 2590 Manhattan 133 13112 13214+18 13500 Met St Ry. 15012 14712 149 - 58 1500 Met Sect pdl 1614 114 115 - 134 200 Met Sc Lt. 1312 13112 13112 1312 149 - 58 1500 Met Sc Lt. 1312 13112 13112 1312 149 - 58 1500 Met Sc Lt. 13132 13112 13

Railway gross earnings for April, com-ared with those of the same month of last

The Boston and Maine Railroad Company reports for the quarter ended March 31: Gross earn 57,112,257 50,814,186 Inc. \$298,071 Oper. exp 5,173,482 4,898,598 Inc. 274,884

ing and compared with that of yesterday May 7. May 8 19.259.746 19.246.12 7.820.226 7.714.87 64.078.216 64.708.70 Net available cash belance . \$186 501,980 \$187,3:8.608

COMMERCIAL.

THURSDAY, May 8 -GRAIN-Wheat-Spot Northern Duluth, 3c. over July: No 1 Northers New York, 214c. over. Northwestern receipts were 101 cars, against 203 last wee and 189 last year; Chicago, 23, against a last week and 41 a year ago. Futures close 34 to 34c higher. Prices as follows:

per 1019 Low Clos Last 103, est. est. in A high

In New Orleans, May was \$9.31@\$9.40, closing \$9.32@\$9.33; July, \$9.41@\$9.61, closing \$9.43@\$9.44, Futures here closed steady at a net decline of 11 to 18 points on this crop and 5 to 9 on the next with estimated sales of 250 000 bales. Prices as follows.

May..... July
August
September
October There was a sharp break in cotton to two things, a fall of 15 American po pool and favorable weather at the caused heavy local and Southern liqu

are rather quiet. The trouble is a lack of snap, in the speculation here and at the other great centres of cotton transactions, together with the growing impression that the new crop is on the whole starting well and that a new and more or less depressing factor has thus entered the market. It is worthy of note that the exports were larger than the receipts, though the receipts were the largest of any day this week.

COFFEE—Rio on the spot was dull at 5.44c for No. 7. Futures were generally unchanged, closing quiet with sales of 8,500 bags. American warehouse deliveries, 8,510 bags. Rio was unchanged: exchange advanced 1.32d to 12 5-32d; receipts, \$,000 bags; stock, 55,000. Santos was unchanged; receipts, 22,000 bags; stock, 1,062,000. Interior receipts, 18,800 bags. Prices here as follows:

Riohesi. Lowest.**

Closing.

August 5.05 5.05

Sentember 5.20 5.20
Coclober 5.30 5.30
November 5.3 5.35
December 5.45 5.45
January February March 5.20
Coffee

Net earn solutions solution so

| 250 Am | 1.00 | 27 | 2.01, | 2.03, | 2.01 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04 | 2.04